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8/9/01

MOTOR VEHICLE ROOF WITH TWO COVERS

Background of the Invention

Field of the Invention

[0001] The invention relates to a motor vehicle roof with a roof opening which is made in the fixed roof skin with two successive adjustable covers for closing and partially clearing the roof opening. At least one of the covers may be pushed the lengthwise direction of the motor vehicle into an open position and may be swiveled out of its closed position into its ventilator position.

Description of the Related Art

[0002] Published European Patent Application EP 0 447 781 A2 describes a sliding and lifting roof with two covers which are located side-by-side in a closed position which closes the roof opening. The front cover may be raised in the closed position with its rear edge up into the ventilator position. When the front cover is raised into the ventilator position, the adjustment means forcibly lowers the front edge of the rear cover. In the raised ventilator position of the front cover, the front cover may be shifted to the rear over the rear cover or the rear cover may be pushed under the front cover in order to clear the front or the rear section of the roof opening. When moving between the open and closed positions, the prior art motor vehicle roof is guided along a path which takes up space between the top of the passenger compartment and the roof contour so that the head space in the vehicle back is reduced. This results in a loss of usable space to passengers sitting in the passenger compartment.

Summary of the Invention

[0003] The primary object of the present invention is to devise a motor vehicle roof of the initially mentioned type which may provide optimized ventilation of the motor vehicle by different cover positions and in which the head space of the back seat passengers is adversely affected as little as possible during the motion of the covers into their open positions.

[0004] The object is achieved by providing a motor vehicle roof in which the front cover and/or the rear cover may be selectively tilted around their respective rear edges so as to be lowered at their respective front edges into a ventilator position. The rear cover may be moved out of its tilted ventilator position to an open position under the closed front cover by being moved forward in its tilted position over most of its path of motion and then being lowered at its rear edge on the last section of the path of motion to essentially move under the front cover completely. This path of motion, with the rear cover in a tilted position over most of the path of motion, ensures that the rear cover and especially its rear edge, as it moves into its open position, are guided on a path which keeps it as near as possible to the roof contour so that the head space in the vehicle back essentially is not reduced. Thus, the passengers sitting in the back enjoy a more spacious vehicle interior.

[0005] Preferably, the rear cover is located essentially parallel to the front cover in its open position to keep the required stowage space small.

[0006] The object is also achieved in the initially mentioned motor vehicle roof in that the front cover and/or the rear cover may be selectively swung around their respective rear edges so as to be lowered at their respective front edges into a ventilator position and that the front cover may be pushed in its tilted ventilator position rearwards relative to the rear cover, which is likewise swiveled into its tilted ventilator position, into an open position in which it is largely located above the rear cover. While in known sliding and lifting roofs with two covers, in the open position of the front cover, the front cover is able to essentially completely cover the rear cover (above and below it) only by lowering the cover package, which also lowers the rear area of the rear cover into the usable head space. In the present vehicle roof, lowering of the rear edge of the rear cover is prevented. Thus, the free head space for the rear seat passengers is preserved, even when the front cover is opened. Moreover, an air flow is produced by the lowered front edge of the front cover while driving which counteracts the pulsing of air with the accompanying disturbing noise.

[0007] Preferably, the front cover is located essentially parallel to the rear cover in its open position so that there is a compact arrangement of the two covers.

[0008] Feasibly, the two covers are movably guided on lateral guides on the roof frame of the roof opening. The roof frame may be inserted or may be an integral part of the roof structure.

[0009] In order not to diminish the traveling comfort for the rear seat passengers, it is therefore a good idea if the rear edge of the rear cover is guided essentially at the height of

Doc. No. 740123-351
12/8/82

[0010] Preferably, the covers are transparent and, especially, they are glass covers. However, sheet metal covers or the like may also be used.

Brief Description of the Drawings

[0013] Figure 2A is a schematic side view of a motor vehicle roof when the rear cover is closed;

[0015] Figure 2C is a schematic side view of a motor vehicle roof when the rear cover is moved toward the open position while maintaining the tilted or oblique ventilator position;

[0017] Figure 3A is a schematic side view of a motor vehicle roof when the front cover is in its tilted or oblique ventilator position;

[0018] Figure 3B is a schematic side of a motor vehicle roof when both the front cover and the rear cover are in their respective tilted or oblique ventilator positions;

[0019] Figure 3C is a schematic side view of a motor vehicle roof when the front cover is opening and is roughly two-thirds of the way along the rear cover.

Detailed Description of the Invention

[0020] A motor vehicle roof (see Figure 1) in a fixed roof skin 10 has a roof opening 11 which extends from near the front edge 12 of the roof skin 10 to near the rear edge 13 of the roof skin 10. On the bottom of the roof skin 10, a frame (not shown) is attached which, on either side of the roof opening 11, has guide rails in which the front cover 14 and the rear cover 15 are supported to be able to move. Furthermore, the two covers 14, 15 are each provided with a swing-in mechanism (not shown) by which the front

cover 14 and the rear cover 15 may be lowered at their front edges 16, 17 relative to the respective rear edges 18, 19 into the ventilator positions (see Fig. 2B & Fig. 3B). For their swinging motion and their displacement motion along the guide rails, the covers 14, 15 are each driven by its own drive 20, 21 which are attached to the front and rear transverse parts 22, 23 of the roof frame and which may be made in the known manner as an electric motor with a driving pinion and compressively-stiff drive cables. The covers 14, 15 are preferably transparent and are especially glass covers.

[0021] In the closed position of the motor vehicle roof shown in Figure 2A, the front cover 14 closes the front section 24 of the roof opening 11 and the rear cover 15 closes the rear section 25.

[0022] Figure 2B shows a cover position in which the front edge 17 of the rear cover 15 has been lowered for ventilation purposes by swinging around the rear edge 19 of the cover which is held in its position, creating a ventilation opening 26 between the rear edge 18 of the front cover 14 and the front edge 17 of the rear cover 15. This ventilator position produces comparatively little air turbulence, and thus, little disturbing noise.

[0023] In order to move the rear cover 15 into its open position in which it clears the rear section 25 of the roof opening 11, the rear cover 15 is pushed forward out of its obliquely oriented or tilted ventilator position (see Figure 2B) while this oblique position is maintained by the drive 21 (see Figure 2C), the rear edge 19 of the rear cover 15 is moved by side cover guides (not shown) along the roof contour while the front edge 17 of the cover is moved forward with an essentially uniform distance relative to the front cover 14. When the rear edge 19 of the rear cover 15 has approached the rear edge 18 of the front cover 14 to a certain distance, the rear edge 19 of rear cover 15 is moved down by the cover guides in a downward motion which may take place, for example, in steps according to the representation of the arrow 27 (see Figure 2D), so that the rear cover 15 is aligned roughly parallel to the front cover 14. In this parallel alignment, the rear cover 15 may traverse the last section of its path of motion or displacement into its final open position under the front cover 14. This ensures that the rear cover 15, when being opened, remains largely in its upper position which is as close as possible to the roof contour so that its distance relative to a rear seat passenger remains as great as possible and the passenger's head space is restricted as little as possible. Closing motion of the rear cover 15 takes place in the opposite sequence of motions.

[0024] The opening motion of the front cover 14 is shown in Figures 3A to 3C. The front cover 14 is lowered via its swinging mechanism at its front edge 16 into the ventilator

position (Figure 3A), while its rear edge 18 remains on the front edge 17 of the rear cover 15 in its tight arrangement. The rear cover 15 is also lowered by means of its swinging mechanism at its front edge 17 into its ventilator position (see Figure 3B) creating the ventilator opening 26.

[0025] To open or clear the front section 24 of the roof opening 11, the front cover 14, in its tilted or obliquely placed ventilator position, is pushed rearwards over tilted rear cover 15 so that the rear edge 18 of the front cover 14 travels roughly at the height of the roof contour, while the front edge 16 of the cover is pushed on a path which is offset downward by the ventilation height and which runs essentially parallel to the roof contour. The covering arrangement of the front cover 14 over the rear cover 15 is dependent on the tilt of the two covers 14, 15 relative to the roof contour. Figure 3C shows a cover arrangement in which the front cover 14 covers roughly two thirds of the rear cover 15.

[0026] The control of the drives 20, 21 of the two covers 14, 15 is made such that the swinging motions of the covers 14, 15 to their ventilator positions may be executed independently of one another, but that their displacement motion may be carried out only depending on the allowable position of the respective other cover. Thus, collision of the covers 14, 15 is precluded during the displacement by the arrangement of the guide rails and by the control.

[0027] A wound, pull-out head liner or shade 28, 29 is attached, respectively at the front and rear transverse part of the roof frame or the cross member 22, 23. Each shade 28, 29 may be pulled out roughly as far as the middle of the roof opening 11 (see Figure 2A) and thus covers the bottom of the assigned cover 14 and 15 to the desired extent. However, louver-like movable headliners may also be used.